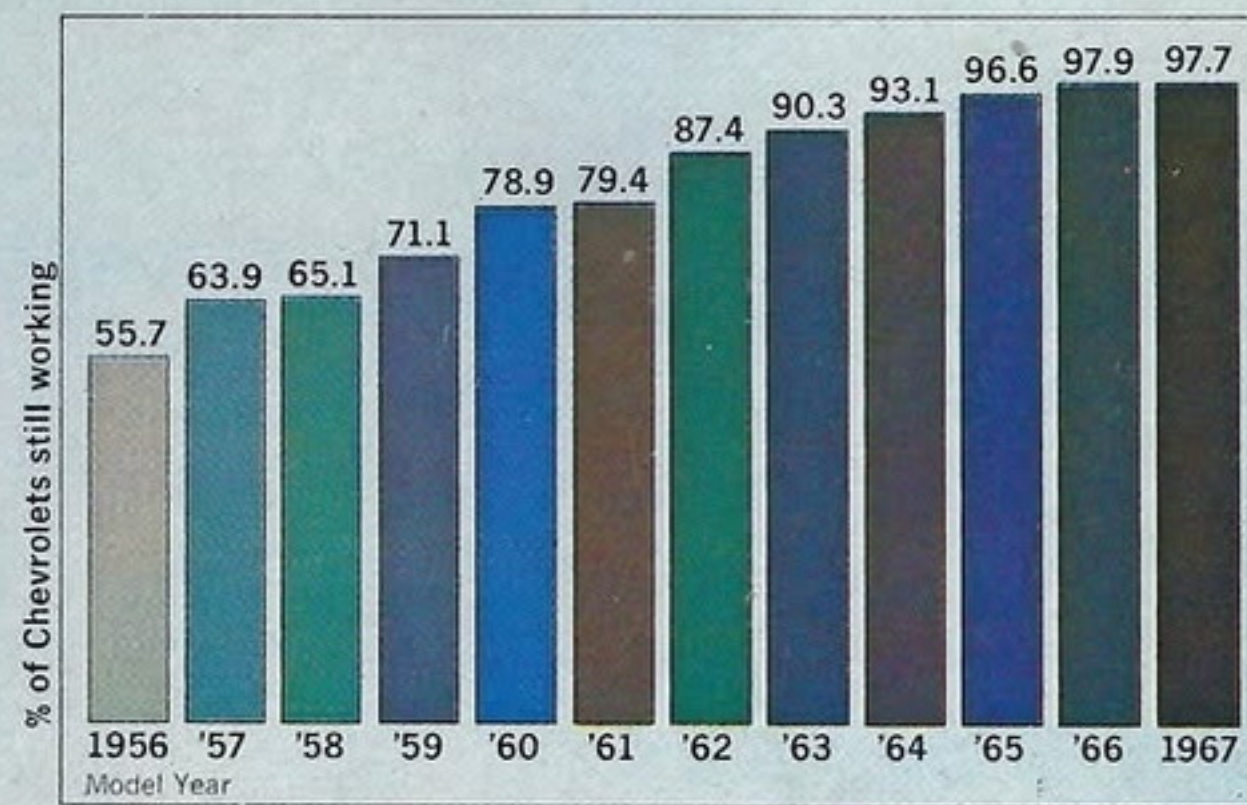


1972 CHEVROLET TRUCKS / Conventional Series 40-50-60 and Tilt Series 50-60



Proof Chevy trucks last longer. Over 55% of Chevrolet's 1956 model trucks are still in use. No other make has even half, based on latest R. L. Polk figures.



CHEVROLET

Totally tougher to last longer.

Two cab styles, GVW's to 44,500 lbs., GCW's to 60,000 lbs.

Chevrolet Series 40, 50 and 60 trucks have proved ideal money-savers for a wide range of truck and tractor applications. Both conventional and tilt cab configurations are available in a variety of different wheelbases to match job needs. The capsule information on this page will help direct you to the particular models that fit your job requirements.

Single axle conventionals Pages 4-6

Short cab design and a high degree of efficiency make these popular for both truck and tractor applications.

Bumper-to-back-of-cab	96 inches
GVW range	13,500 to 31,500 lbs.
GCW range	32,000 to 60,000 lbs.
Wheelbases	125 to 218 inches
Front axle capacities	5000 to 12,000 lbs.
Rear axle capacities	11,000 to 23,000 lbs.
Engines	250 Six, 292 Six, 350 V8, 366 V8, 427 V8

Tandem axle conventionals Page 7

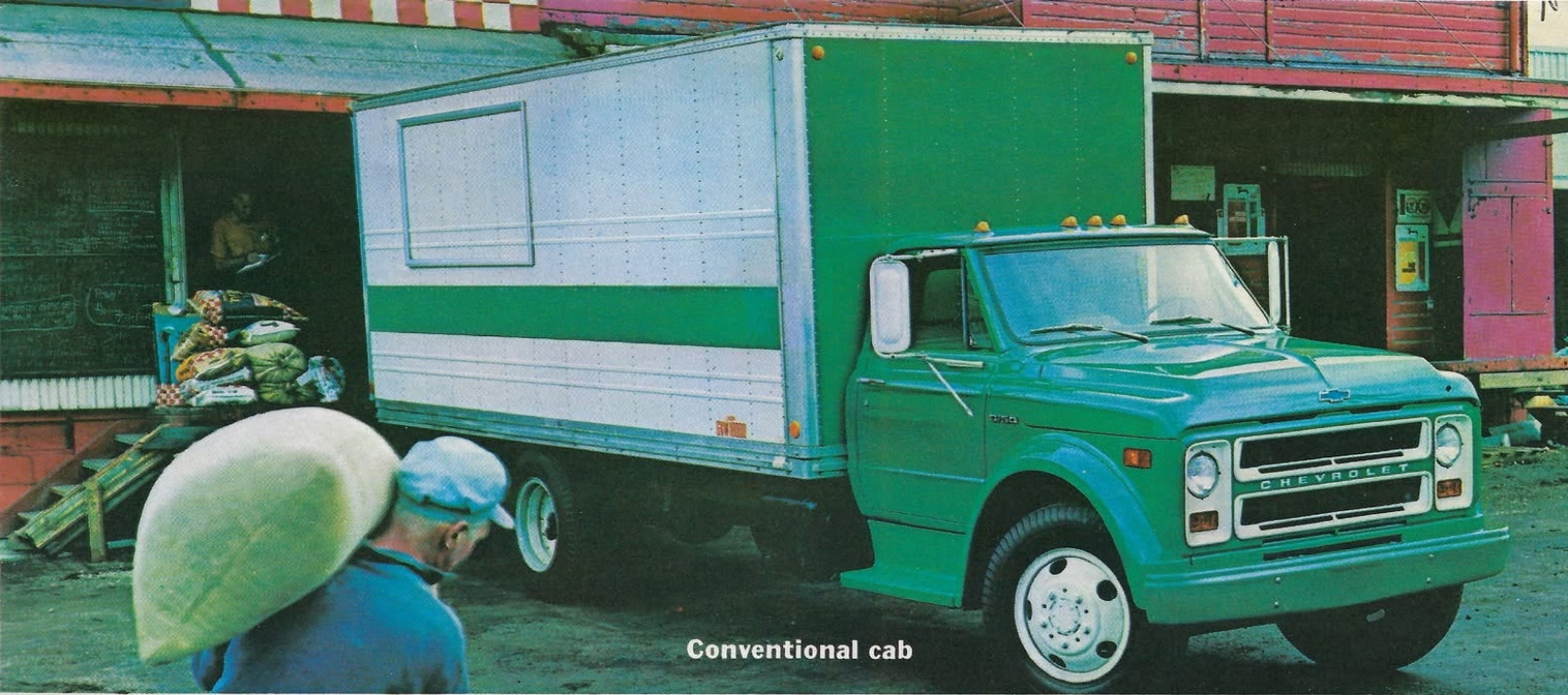
Ideal for heavier applications such as dump bodies. Wide range of main and auxiliary transmissions offered.

Bumper-to-back-of-cab	96 inches
GVW range	35,000 to 44,500 lbs.
GCW range	45,000 to 60,000 lbs.
Wheelbases	149, 167 and 185 inches
Front axle capacities	7000 to 12,000 lbs.
Rear axle capacities	30,000 to 34,000 lbs.
Engines	366 V8 and 427 V8

Steel tilt cabs Pages 8 & 9

Chevy tilts offer short cab efficiency for many different applications. Set-back front axle improves weight distribution.

Bumper-to-back-of-cab	72 inches
GVW range	17,000 to 32,500 lbs.
GCW range	32,000 to 60,000 lbs.
Wheelbases	97 to 175 inches
Front axle capacities	7,000 to 12,000 lbs.
Rear axle capacities	15,000 to 23,000 lbs.



Conventional cab



Conventional cab tandem



Tilt cab

Chevy Conventionals: Short 96"

Series 50 stake

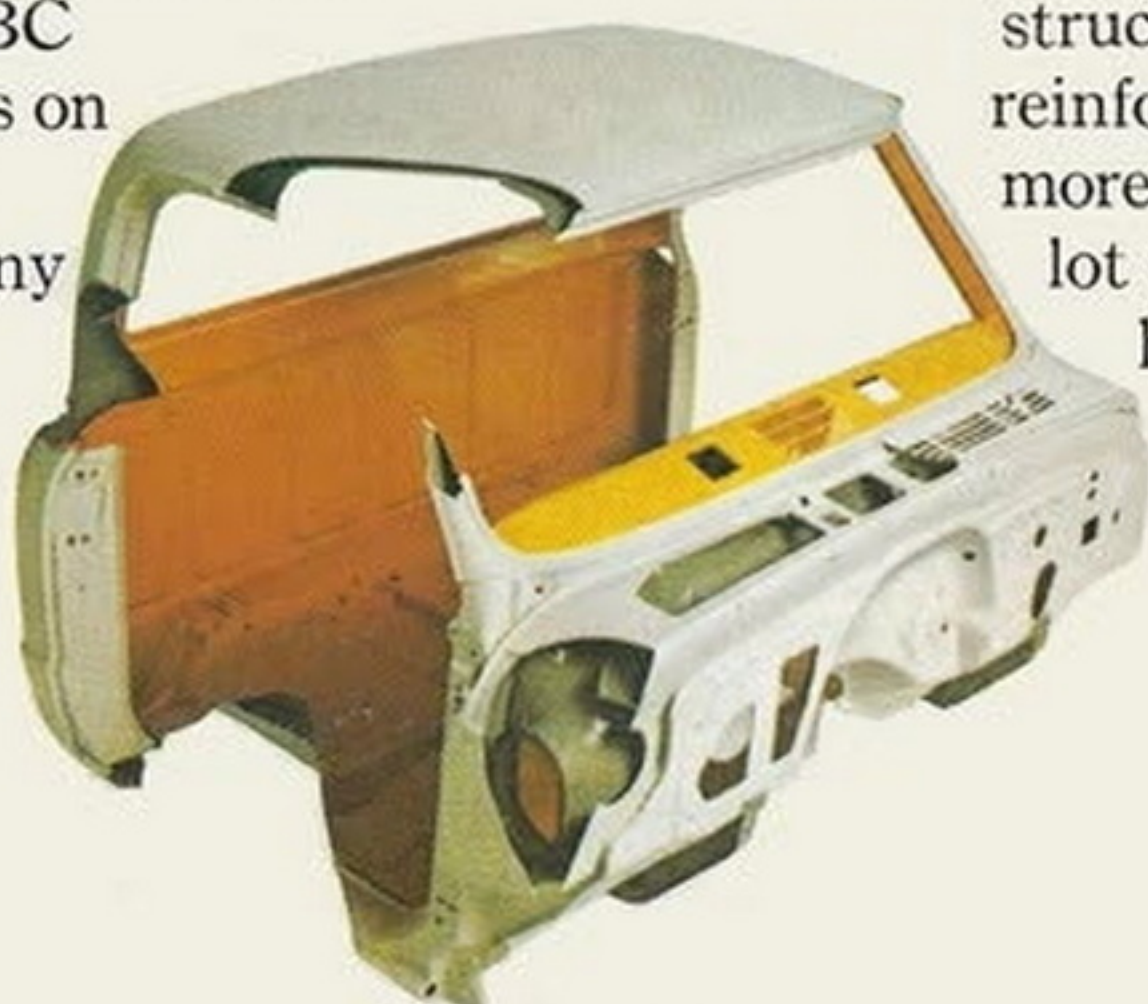


Compact BBC increases profit-making efficiency

There's nothing conventional about Chevy's conventional cab design. Measuring just 96 inches from bumper to back of cab, it provides for greater load length within a given overall length. And it also makes tight turns easier to negotiate, loading docks simpler to back into. Because, with a shorter BBC dimension, they will accommodate bodies on a wheelbase 8 inches shorter than most conventional cab trucks. Matched with any standard-sized rig, you get full load capacity that is better balanced and easier to handle.

Double walls of steel give long cab life

Like all Chevrolet truck cabs, our conventional cab was especially designed to take the stress and strain of tough truck work. Wherever extra strength is needed, we provide it with double walls of steel. In the roof. The cowl assembly and upper rear body structure. And the one-piece floor is heavily reinforced. Dash panel is welded in place for more strength and rigidity. It all adds up to a lot more truck for the money. One that can handle the toughest kinds of job you can dish out and keep coming back for more.



cab permits longer load lengths.

Smooth inner liner fends off rust

We provide a special bathtub-type fender liner at both front wheels to help fend off rust and corrosion causing mud and slush. And we didn't stop there. By eliminating wherever possible moisture collecting seams and joints, we've been able to offer improved resistance to rust throughout the truck.



Broad selection of 6-cylinder and V8 engines

With Chevy's sixes and V8's, you get top performance as well as savings. And all operate efficiently on no-lead, low-lead or regular grades of gasoline.



292 Six

Cab insulation seals out noise, heat and cold

Chevy cabs are specially insulated to help assure greater driver comfort and efficiency. Sound and temperature insulation is installed between double walls of steel in the roof and cowl, under the floor mat and around the fuel tank and in door panels. It means drivers ride in quiet comfort. Which can often result in improved efficiency.

Interiors designed for comfort and efficiency

Chevy's cab interior is designed for comfort, security and durability. The driver's seat is constructed of a deep foam cushion over coil springs and then wrapped with a long-wearing vinyl covering. Instruments are large, easy to read and sheltered from glare with an overhanging crown that's padded. The top of the dash is covered with non-glare paint to eliminate annoying reflections on the windshield. All controls are positioned for easy reaching, marked for easy reading. Choose from four coordinated interior colors: red, blue, green or black. For extra luxury, you may order Custom Appearance and Comfort and Convenience groups as well as tinted glass, Bostrom seats, air conditioning, radio and various types of mirrors.

All this standard equipment

- Front shock absorbers • Variable-rate front springs • Aluminized exhaust system • Side marker lights and reflectors • Extra large cab identification and clearance lights • Backup lights and directional signals • Hazard warning and freeway lane-change switch • Left-hand outside rear view mirror • Rotary gear door locks with inside pushbuttons • Ammeter, oil pressure, engine temperature and fuel gauges • Padded instrument panel and sun visors • Improved 2-speed electric windshield wipers and washers • Heater and defroster.



Conventional cab interior

Conventional cab chassis.

Engineered for extra strength

Chevrolet chassis and drive-line components are designed to take on tough jobs under normal loads and driving conditions. If your job is particularly severe (such as off-road hauling), there is a full complement of heavy-duty equipment to order from. See page 12.

Frames. Standard frame rails are carbon steel with yield strength of 39,000 lbs. psi. Straight, full-channel side rails between cab and rear axle are used on single rear axle models. Lower frame edges taper upward at rear axles, saving weight, adding to payload. Channel crossmembers provide a solid, twist-resistant truck foundation. Heavy-duty carbon steel frames can be ordered for Series 50 models; high-tensile-steel frames for Series 60 models. "L" reinforcement may be ordered with these frames.

Steering. Recirculating ball steering design combined with an overall steering ratio of 28.14 to 1 results in minimum steering effort and less driver fatigue. High steering angle permits exceptional maneuverability, saves time on the job. Power steering is available on most models.



Front axles and suspension. Drop-forged steel I-beam axle capacities range from 5,000 to 12,000 lbs. Variable-rate springs provide easy riding action with light load, increased stiffness with increased load. Tailor springs to your job with capacities from 2,000 to 7,000 lbs. Double-acting shock absorbers are standard.

Clutches. Single-plate clutches include an 11-in.-diameter spring type, and 12- and 13-in. coil spring units. Clutch size is matched with engine power.

A 12-in. 2-plate spring clutch, for example, provides 298.8 sq. ins. of clutch area with the available 427 V8 engine. Clutch design provides good ventilation to help protect against burning of faces and deliver long clutch life.

Drive shafts. Accurate balance and minimum flexing provide for efficient transfer of power. Universal joints are efficient needle bearing type. Center bearings are cushion-mounted to minimize vibration.

Rear axles and suspension. Single rear axle capacities range from 11,000 to 23,000 lbs. Single-speed axles are standard with 2-speed axles available for Series 50 and 60. Chevrolet axles, with hypoid gearing, and Eaton, with spiral bevel gears, are used. Two-stage variable-rate springs are used for smooth ride plus high carrying capacity. Auxiliary rear springs and shock absorbers are available for top loads and rugged operating conditions.

Wheels and tires. Disc wheels are standard on Series 40 and 50. Cast spoke standard on Series 60 and may be ordered for Series 50. Ten-stud heavy-duty disc available for Series 50 and 60. Nylon cord tube-type tires are standard. They are offered in a wide range of sizes and tread patterns.

DIMENSIONS (In.)				
Model	WB	CA	CE	OL
CS/CE41003, CS/CE51003 & CE61003,-13	125	60	100	195*
CS/CE41203, CS/CE51203 & CE61203,-13	137	72	120	215
CS/CE41403, CS/CE51403 & CE61403,-13	149	84	132	227
CS/CE41703, CS/CE51703 & CE61703,-13	167	102	162	256
CS/CE51803 & CE61803,-13	173	108	168	263
CS/CE52003 & CE62003,-13	189	124	226	321
CS/CE52303 & CE62303,-13	203	138	231	326
CS/CE52503 & CE62503,-13	218	152	253	348

WB/Wheelbase; CA/Cab-to-Axle; *190" for CS/CE51003
CE/Cab-to-end-of-Frame; OL/Overall Length

Tandem axle conventionals.

Toughness you'd expect to pay more for

Chevy's conventional cab tandems in the 35,000 to 44,500 GVW range share the same rugged cab features of single-axle models. Double walls of steel provide extra strength in the roof, cowl and upper rear cab panel. And wherever else it's needed to deliver long working life.

Full-depth steel frames tested to 39,000 psi

Frames are constructed of carbon steel with a yield strength of 39,000 psi. And they are designed with full-depth side rails and full-channel outer reinforcements from front spring hanger to the end of the frame. In addition, the bogie area is reinforced to provide even greater stiffness at the rear suspension area.

Rugged Eaton axles and Hendrickson suspension

With the Hendrickson suspension, driving and braking forces are transmitted through torque rods and equalizing beams. Springs serve only to cushion the load, which is equally divided between axles. Eaton rear axles with 30,000- and 34,000-lb. capacities are available. And all have a built-in interaxle differential to eliminate wheel fight and help provide improved tire life. Driver operated differential lockout supplies equal power to each axle for traction whenever it's needed.

DIMENSIONS (In.)				
Model	WB	CA	CE	OL
ME61403,-13	149	84	144	239
ME61703,-13	167	102	174	269
ME62003,-13	185	126	204	299

WB/Wheelbase; CA/Cab-to-Axle;
CE/Cab-to-end-of-Frame; OL/Overall Length

Series 60 tandem tractor



Steel tilt cabs: only 72"



Short length improves weight distribution and maneuverability

Chevy's short 72" tilt cab design with setback front axle offers several significant advantages. For one thing, heavier payloads can be carried because the front wheels are closer to the load center and can carry a larger share. Another benefit is easier operation. Short wheelbase reduces turning diameters and quickens steering response. And they're built to last. Big structural beams reinforce cab against twisting and flexing. The upper rear panel and cowl are built of double walls of steel. And liberal use of insulation throughout cuts road noise to a minimum.

Total engine accessibility for easier maintenance

Cab tilts forward a full 55 degrees to expose the engine and front end components. There's plenty of room for a mechanic to stand between the frame and front tire when working on the engine. The tilting mechanism is counterbalanced for easy operation. A simple torsion bar spring assembly serves as the front mounting and tilting pivot. The torsion bar passes through rugged cast bearing and anchor brackets attached to the frame and cab floor. An adjusting lever at the front end of the bar permits varying the torsion for the desired amount of counterbalance. Because it is under constant load, tilting mechanism stays tight and rattle-free. A double latching system anchors the cab securely for the road. The spring-loaded latch handle can be padlocked to prevent tampering.

Series 50 tilt cab



from bumper to back of cab.

Inside access doors for quick, easy service

Monitoring and filling of engine crankcase and cooling system can be done without tilting the cab. A removable panel behind the available passenger seat gives access to the oil dipstick and filler cap. The radiator cap is reached through a hinged door in the shelf behind the seats.

Frame. Straight full-channel side rails are featured in the maximum stress area between cab and rear axle. Front portion is flared to provide broad-based support for pivoting front cab mounts. Lower edges of frame rails are tapered upward at the rear axle to conserve weight.

Steering. Recirculating ball steering design combined with overall steering ratios up to 30.5 to 1 results in minimum steering effort and less driver fatigue. High steering angle permits exceptional maneuverability, helps save time on the job. Power steering is available.

Front axles and suspension. I-beam front axle capacities range from 7,000 to 12,000 lbs. Variable-rate springs provide high front-end loading capacity and durability plus easy ride under empty or loaded conditions. Shock absorbers are standard equipment.

Clutches. Single-plate clutches include 12- and 13-in.-diameter coil spring units. Clutch size is matched with engine power. A 12-in. 2-plate spring clutch, for example, provides 298.8 sq. ins. of clutch area with the available 427 V8 engine. Clutch design provides good ventilation to protect against burning of faces and give long clutch life.

Transmissions. Standard 4-speed transmission is designed for use with single- and 2-speed axles. Available 5-speed transmissions for 2-speed axles have closer ratio spacing between fourth and direct for outstanding performance.

Rear axles and suspension. Single- and 2-speed axles available range in capacity from 15,000 to 23,000 lbs. Variable-rate rear springs provide for easy ride and high carrying capacity.

Brakes. Vacuum-hydraulic brakes with frame-mounted booster are standard on all Series 50 and some Series 60 models. Full-air brakes available on Series 50 models and standard on some Series 60.

Wheels and tires. Disc wheels are standard on Series 50, cast spoke on Series 60. Or you can order ten-stud heavy-duty disc wheels for Series 60. Nylon cord tube-type tires are standard. They are offered in a wide range of sizes and tread patterns.

Big, roomy cabs

Chevy's tilt cab interior is big and roomy. Seat adjusts fore and aft 4 inches for driver comfort. And it's positioned 20 inches above the floor like a chair. Seat is made of a thick molded-foam pad over a coil spring base. And trimmed in textured vinyl. Other standard items include 2-speed windshield wipers and washers, dome lamp, driver's sun visor and a heavy rubber floor mat.

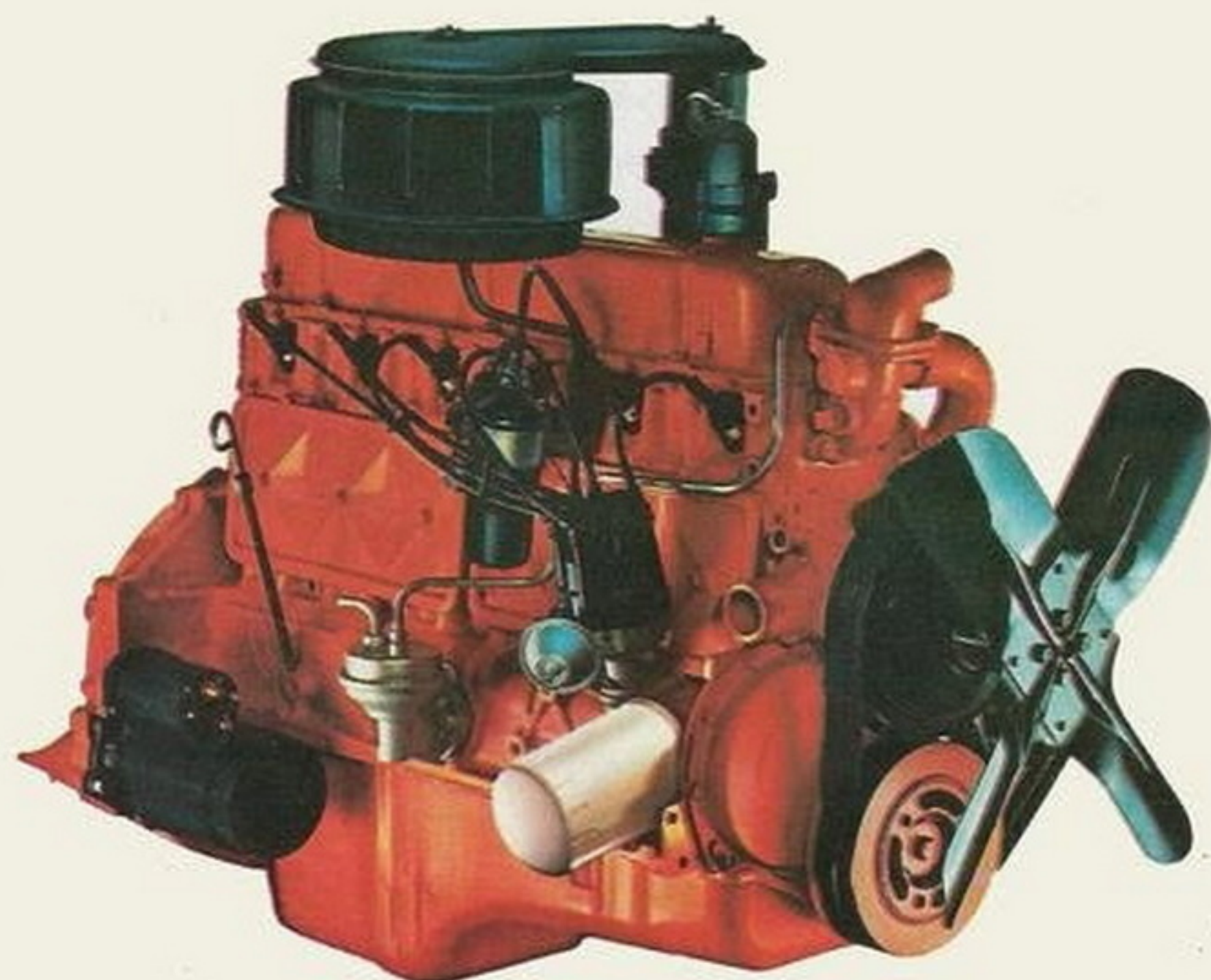


Tilt cab interior

DIMENSIONS (In.)				
Model	WB	CA	CE	OL
TE61213	97	72	120	208
TE61413	109	84	137	225
TE51803 & TE61803,-13	133	108	168	244
TE52003 & TE62003,-13	145	120	180	256
TE52303 & TE62303,-13	163	138	198	274
TE52503 & TE62503,-13	175	150	243	319

WB/Wheelbase; CA/Cab-to-Axle;
CE/Cab-to-end-of-Frame; OL/Overall Length

High performance gasoline



Economical six-cylinder engines

Economical six cylinder engines.

Precision-cast cylinder block. Reduced dead weight.

Keeping dead weight at a minimum pays off for operators in added load capacity and earning power. Yet precision casting provides for great strength and durability in high stress areas.

Full-length water jackets. Reduced wear.

Extended engine life and reduced maintenance result from uniform coolant temperatures. Coolant circulates along full length of the cylinder walls.

Durable 7-main-bearing crankshaft.

Crankshafts are fully supported by seven main bearings. One bearing between each pair of cylinders and at front and rear. Crankshaft flexing and unwanted vibrations are reduced to a minimum, which further extends the working life of these Chevy Sixes.

12-counterweight crankshaft. Smooth operation.

Chevrolet's 12-counterweight design brings additional smoothness and efficiency to Chevy Sixes. Unwanted vibrations are all but eliminated which contributes to engine reliability and life.

Long-life insert-type bearings.

Connecting rods and main bearings are of specially selected metals on tough steel shells in the 250 Six, premium aluminum in the 292 Six. These replaceable insert-type bearings are precision fitted. Their long-wearing characteristics help Chevrolet Sixes earn their reputation for outstanding durability.

Six-Cylinder			
Displacement (cu. in.) and type	250 Six	292 Six*	292 Six**
Bore & Stroke (in.)	3 $\frac{7}{8}$ x 3 $\frac{1}{2}$	3 $\frac{7}{8}$ x 4 $\frac{1}{8}$	3 $\frac{7}{8}$ x 4 $\frac{1}{8}$
Compression Ratio	8.5 to 1	8.0 to 1	8.0 to 1
SAE Net Horsepower @ rpm	110 @ 4000	125 @ 3600	135 @ 3800
SAE Net Torque (lbs.-ft.) @ rpm	185 @ 1600	225 @ 2400	240 @ 2000

*Series 40 **Series 50

All gasoline engines are modified to operate efficiently, and with lower exhaust pollutants, on no-lead, low-lead, or regular fuel.

engines to match your needs.

High torque V8 engines.

Heavy-duty cylinder blocks.

The 366 and 427 V8s are engineered especially for rugged, long-lasting truck service. Heavier bearing support bulkheads in lower block structure and heavier cylinder walls contribute to great rigidity and strength. Heavy-duty premium components throughout add exceptional durability.

Forged-steel 5-bearing crankshaft.

Crankshafts for 366 and 427 V8s are sturdy forged steel with induction-hardened journals. Large crankshaft main bearing areas give long service under the most rugged working conditions. Four-bolt heavy-duty main bearing caps secure the crankshaft.

Heavy-duty pistons.

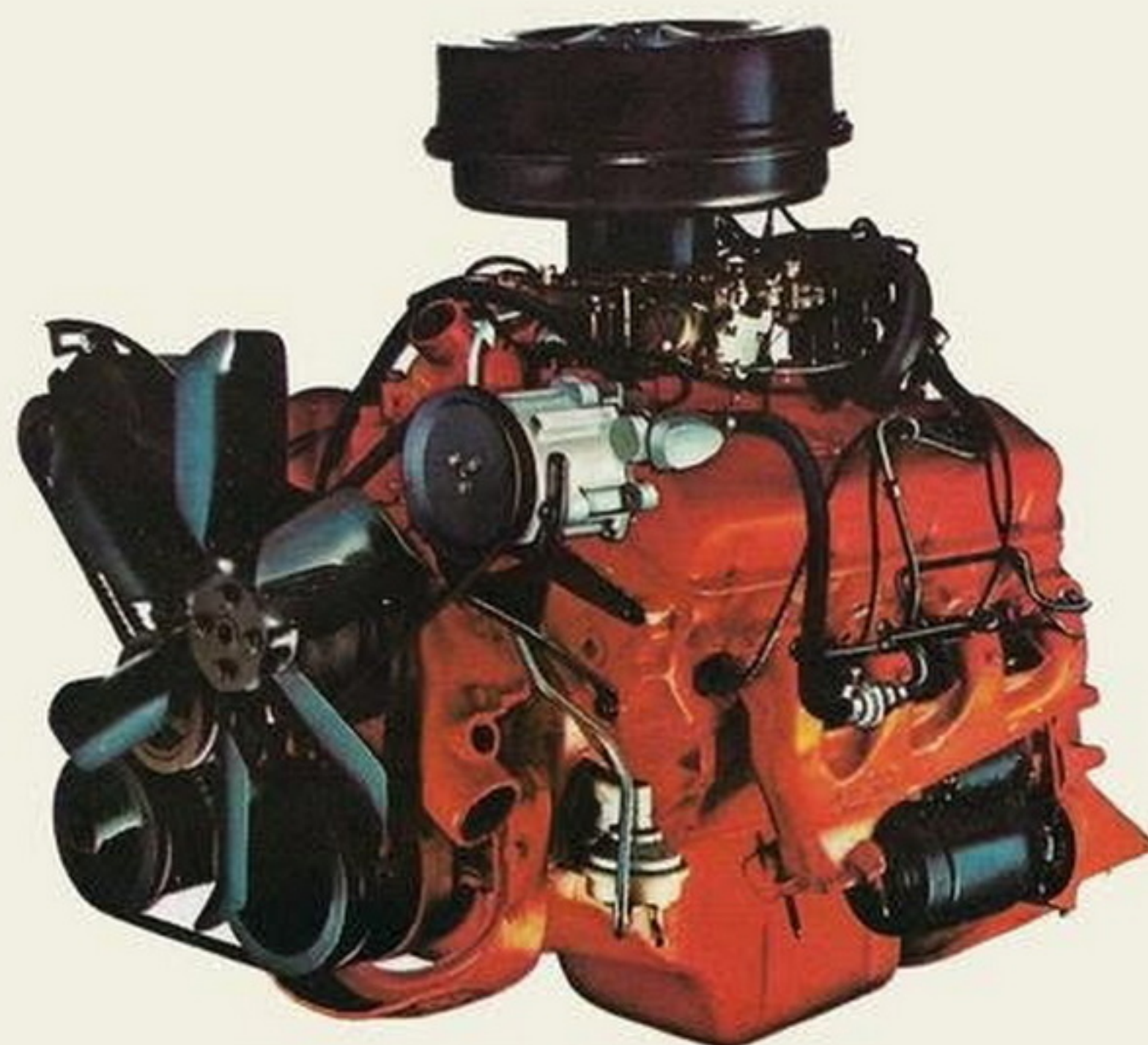
Pistons are heavy-duty plated aluminum castings with four-ring design on the 366 and 427 V8s. Three compression, one oil control. Top compression ring groove is machined in an insert of alloy iron, cast in and bonded with the piston for strength. All rings are chrome plated for long wear.

High alloy steel exhaust valves.

High alloy exhaust valves and hardened steel valve seat inserts resist wear on 366 and 427 V8s. Removable cast iron valve guides are in contact with the coolant in the head, assisting in the control of high temperatures and reducing wear.

Precision distributor adjustment.

The distributor cap used with the 350, 366 and 427 V8s has a convenient access door through which adjustment of the breaker point gap can be made with the engine running. This simplifies maintenance and gives more dependable ignition.



High-torque V8 engines

V8			
Displacement (cu. in.) and type	350 V8	366 V8	427 V8
Bore & Stroke (in.)	4 x 3½	3½ ¹⁵ / ₁₆ x 3¾	4¼ x 3¾
Compression Ratio	8.0 to 1	8.0 to 1	8.0 to 1
SAE Net Horsepower @ rpm	155 @ 4000	200 @ 4000	230 @ 4000
SAE Net Torque (lbs.-ft.) @ rpm	265 @ 2400	295 @ 2800	360 @ 2400
Governed Engine Speed (rpm)	4000	4000	4000

All gasoline engines are modified to operate efficiently, and with lower exhaust pollutants, on no-lead, low-lead, or regular fuel.

1972 Conventional Series 40-50-60 and Series 60 Tandems

CONVENTIONAL		SERIES	CS/CE40	CS/CE50	CE60	Tandem ME60
Maximum GVW (lbs.)			18,500	24,000	31,500	44,500
Maximum GCW (lbs.)			—	32,000*	60,000	60,000
				45,000†		
Front Axles:	5000-lb.		Std.	Std.	—	—
	7000-lb.		—	Opt.	Std.	Std.
	9000-lb.		—	—	Opt.	Opt.
	12,000-lb.		—	—	Opt.	Opt.
Engines:	250 Six		Std.*	—	—	—
	292 Six		Opt.*	Std.*	—	—
	350 V8		Std.†	Std.†	—	—
	366 V8		—	Opt.†	Std.	Std.
	427 V8		—	—	Opt.	Opt.
Transmissions, Main:	3-Speed CH-AT475		Opt.	Opt.	—	—
	4-Speed CH-465		Std.	Std.	Std.	—
	AL-AT540		Opt.†	Opt.†	Opt.	—
	5-Speed NP-540CL		—	Opt.*	—	—
	NP-542CD		—	Opt.†	Opt.	—
	NP-542CL		—	Opt.†	Opt.	Std.
	CL-285V		—	Opt.†	Opt.	Opt.
	CL-282V		—	Opt.†	Opt.	—
	CL-325V		—	—	Opt.	Opt.
	CL-327V		—	—	Opt.	—
	SP-5652B		—	—	Opt.	Opt.
	SP-5756B		—	—	Opt.	—
	6-Speed AL-MT40		—	—	—	Opt.
	4-Speed SP-6041		—	—	—	Opt.
Transmissions, Auxiliary:		SP-7041	—	—	—	Opt.
Rear Axles (single):	11,000-lb; 1-Speed CH-11000		Std.	—	—	—
	13,500-lb; 1-Speed CH-13500		Opt.	—	—	—
	15,000-lb; 1-Speed CH-15000		—	Std.	—	—
	2-Speed CH-15000		—	Opt.	—	—
	17,000-lb; 1-Speed CH-17000		—	Opt.†	Std.	—
	2-Speed CH-17000		—	Opt.	Opt.	—
	18,500-lb; 1-Speed E-17121		—	—	Opt.	—
	2-Speed E-17221		—	—	Opt.	—
	23,000-lb; 2-Speed E-19201		—	—	Opt.	—
	30,000-lb; 1-Speed E-30DSC		—	—	—	Std.
Rear Axles (tandem):		34,000-lb; 1-Speed E-34DSC	—	—	—	Opt.

*With CS Models Only. †With CE Models Only. CH—Chevrolet NP—New Process CL—Clark SP—Spicer AL—Allison E—Eaton

Tilt Series 50-60

TILT		Single Axle	
SERIES		TE50	TE60
Maximum GVW (lbs.)		26,000	32,500
Maximum GCW (lbs.)		32,000	60,000
Front Axles:	7000-lb.	Std.	Std.
	9000-lb.	Opt.	Opt.
	12,000-lb.	—	Opt.
Engines, Gas:	350 V8	Std.	—
	366 V8	Opt.	Std.
	427 V8	—	Opt.
Transmissions:	4-Speed NP-435CL	Std.	Std.
	AL-AT540	Opt.	Opt.
	5-Speed NP-542CL	Opt.	—
	NP-542CD	—	Opt.
	CL-285V	Opt.	Opt.
	CL-282V	Opt.	Opt.
	SP-5752C	—	Opt.
Rear Axles (single):	15,000-lb; 1-Speed CH-15000	Std.	—
	2-Speed CH-15000	Opt.	—
	17,000-lb; 1-Speed CH-17000	Opt.	Std.
	2-Speed CH-17000	Opt.	Opt.
	18,500-lb; 1-Speed E-17121	—	Opt.
	2-Speed E-17221	—	Opt.
	23,000-lb; 2-Speed E-19201	—	Opt.

CH—Chevrolet NP—New Process CL—Clark SP—Spicer E—Eaton AL—Allison

All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication. The right is reserved to make changes at any time in prices, colors, materials, equipment, specifications and models, and also to discontinue models. CHEVROLET MOTOR DIVISION OF GENERAL MOTORS CORPORATION, DETROIT, MICHIGAN 48202. LITHO IN U.S.A.